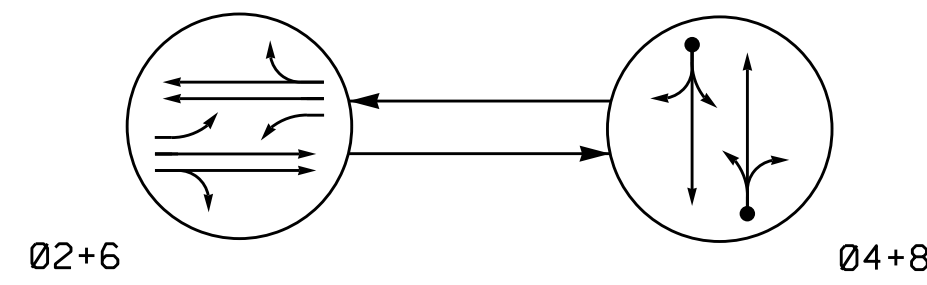


PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

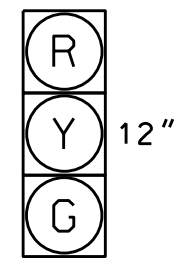
- ● DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	Ø 2+6	Ø 4+8	FL TURNS
21, 22, 23	G	R	Y
41, 42	R	G	R
61, 62, 63	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



21, 22, 23
41, 42
61, 62, 63
81, 82

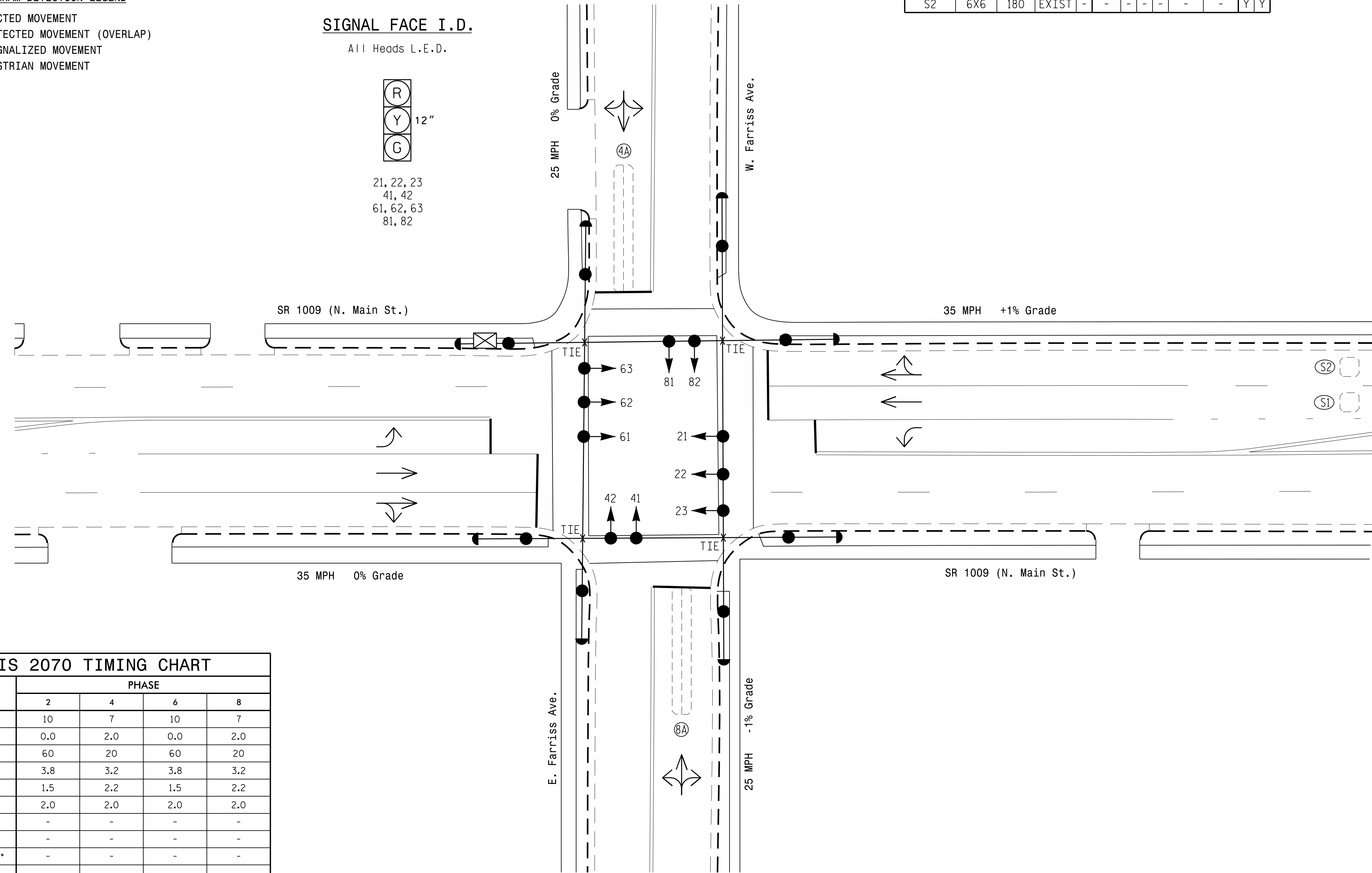
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	INDUCTIVE LOOPS				DETECTOR PROGRAMMING					SYSTEM LOOP	NEW CARD	
	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME			DELAY TIME
4A	6X40	0	2-4-2	-	4	Y	Y	-	-	10	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	10	-	Y
S1	6X6	180	EXIST	-	-	-	-	-	-	-	-	Y
S2	6X6	180	EXIST	-	-	-	-	-	-	-	-	Y

2 Phase
Semi-Actuated
(High Point Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.



OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	0.0	2.0	0.0	2.0
Max Green 1 *	60	20	60	20
Yellow Clearance	3.8	3.2	3.8	3.2
Red Clearance	1.5	2.2	1.5	2.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MAX RECALL	-	MAX RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

- | | | | | | |
|-------|----------|--|-------|----------|--|
| ○ | PROPOSED | Traffic Signal Head | ● | EXISTING | Traffic Signal Head |
| ○ | PROPOSED | Modified Signal Head | N/A | EXISTING | Modified Signal Head |
| + | PROPOSED | Sign | + | EXISTING | Sign |
| + | PROPOSED | Pedestrian Signal Head With Push Button & Sign | + | EXISTING | Pedestrian Signal Head With Push Button & Sign |
| ○ | PROPOSED | Signal Pole with Guy | ○ | EXISTING | Signal Pole with Guy |
| ○ | PROPOSED | Signal Pole with Sidewalk Guy | ○ | EXISTING | Signal Pole with Sidewalk Guy |
| ⊗ | PROPOSED | Inductive Loop Detector | ⊗ | EXISTING | Inductive Loop Detector |
| ⊗ | PROPOSED | Controller & Cabinet | ⊗ | EXISTING | Controller & Cabinet |
| □ | PROPOSED | Junction Box | □ | EXISTING | Junction Box |
| - - - | PROPOSED | 2-in Underground Conduit | - - - | EXISTING | 2-in Underground Conduit |
| - - - | PROPOSED | Right of Way | - - - | EXISTING | Right of Way |
| → | PROPOSED | Directional Arrow | → | EXISTING | Directional Arrow |

Signal Upgrade

	<p>SR 1009 (N. Main St.) at Farriss Ave.</p>		<p>SEAL</p>
	<p>Division 7 Guilford County High Point</p>		
<p>750 N. Greenfield Pkwy, Garner, NC 27529</p>	<p>PLAN DATE: May 2014</p>	<p>REVIEWED BY:</p>	<p>4/21/2015</p>
<p>SCALE: 1"=20'</p>	<p>PREPARED BY: R.N. Zinser</p>	<p>REVIEWED BY:</p>	<p>DATE</p>
<p>REVISIONS</p>	<p>INIT.</p>	<p>DATE</p>	<p>SIG. INVENTORY NO. 07-0761</p>